

Trans-Lake Washington Community Design Workshop Common Themes

Overall Themes

- Maintain pedestrian/bicycle continuity and increasing it beyond what the team had proposed.
- Look at the tradeoffs of relocating access, ramp locations etc.
- Explore transportation demand management.
- Provide more detailed information on noise wall locations and height was requested.
- Support the I-5/SR-520 and I-405/SR-520 interchange improvements regardless if rest of project is built.
- Request further discussion regarding property acquisition and mitigation.

March 26, 2002, Montlake

- Some participants were interested in the trade-off between modifying the existing Montlake Bridge versus creating a second crossing of the Montlake Cut. When looking at widening the Montlake Bridge, the team should consider the historical significance of the structure.
- Participants were interested in maintaining pedestrian/bicycle continuity and increasing it beyond what the team had proposed.
- Participants were interested in maintaining transit access for the Montlake community, if a new ST Central Link Station in the Pacific/Montlake area is constructed.
- Participants were interested in continuing to look at the tradeoffs of relocating access to SR 520 to Lake Washington Boulevard from the existing Montlake Boulevard on and off ramps.

April 18, 2002, Eastlake/RP/PB/ N. Capitol Hill

- Participants would like to see a lid between 10th Avenue and Delmar to improve connectivity, specifically bicycle/pedestrian connections.
- Participants were interested in increased bicycle/pedestrian connections beyond what the team had proposed, such as creating an underpass under 10th to connect the Interlake/Broadway East neighborhoods.
- Participants would like to maintain the existing Roanoke off-ramp. Most requested that the project team demonstrate whether the ramp could be closed without increasing surface street congestion in both the Eastlake and Montlake neighborhoods.
- Some participants requested that the project team be prepared to discuss transportation demand management at the neighborhood level.
- Participants were interested in the existing noise sampling information and suggested several locations where more sampling should occur and locations for noise walls as mitigation measures. More detailed information on noise wall locations and height was requested.
- Some participants were supportive of the acquisition of the row of homes west of I-5 to be used as open space. However, participants did not want to see density in other areas increase as a result.

April 24, 2002, Points

- In general, participants would like an expansion in the size of the proposed lids. Most would like to see the lid surface used as park space.
- Some participants would like to see a mid-lake high-rise to lower the touchdown on the east shore.
- Most participants see Evergreen Point Road as the most important flyer stop to their community.
- In general, participants were supportive of the increased bicycle/pedestrian connections.
- Some participants would like to see the Points bicycle/pedestrian system kept separate from the regional trail system.
- Most participants supported the I-5/SR-520 and I-405/SR-520 interchange improvements.
- Some participants would like to see those changes addressed prior to work beginning on
- SR 520.
- All participants would like to see a separate discussion regarding property acquisition and mitigation.

May 22, 2002, Montlake (pending approval)

- Provide information on the height of the braided ramps above the water.
- Verify whether the Montlake Bridge is listed on the state or federal historic register.
- Proponents of the neighborhood transportation committee alternative request a dialogue with the project team to investigate the feasibility of this alternative.
- Participants would like the project team to return with cost estimates for the alternatives and associated improvements.
- Some participants would like the project team to educate communities that the interchanges play a significant role in inhibiting travel, not just the number of lanes on the bridge.
- Some participants would like to see more care given to pedestrian safety with improved intersections and speeds of travel.
- In general, participants would like to see efforts made to retain individuality of the Montlake community.
- Some participants would like to see perspectives of the 8-lane, Option L from Lake Washington Boulevard.
- In general, participants did not support the 8-lane interchange option L.
- Participants request information as to what will be done with freed right-of-way land, if the alignment in the Arboretum is straightened **[other places?]**. Most suggest the land be made into greenspace.
- Most participants are supportive of east-west HOV access to a central location for buses.